

**CITY OF TIGARD, OREGON**

**RESOLUTION NO. 04-82**

**A RESOLUTION APPROVING A LIST OF PROJECTS FOR CONSIDERATION IN WASHINGTON COUNTY'S MSTIP (MAJOR STREETS TRANSPORTATION IMPROVEMENT PROGRAM) TRANSPORTATION CAPITAL PROGRAM FOR THE SIX-YEAR PERIOD 2007 THROUGH 2012.**

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**WHEREAS**, Washington County recently approved a list of projects for implementation under MSTIP 3b; and

**WHEREAS**, the Washington County Board of Commissioners is considering allocating funds from that portion of the County's general fund that is attributable to the MSTIP serial levy, permanized by Measure 50, to extend the MSTIP Program for an additional six years covering the period 2007 through 2012; and

**WHEREAS**, the anticipated net annual revenue is \$23 million for this MSTIP Transportation Capital Program resulting in approximately \$140 million over the six-year period; and

**WHEREAS**, the City of Tigard's target allocation for the six-year period is \$5,287,000 based on 2002 population information; and

**WHEREAS**, the County has established a deadline of October 29, 2004 for submittal of projects for consideration at the County's Transportation Advisory Committee meeting of November 4, 2004; and

**WHEREAS**, at its meeting on October 19, 2004 Council considered a list of projects and selected a final list for consideration in the County's MSTIP Transportation Capital Program; and

**WHEREAS**, although local funds will be needed to match and extend MSTIP dollars, the projects would be implemented in the period 2007 through 2012, which would allow ample time to anticipate the local match requirements and incorporate the projects into the City's Capital Improvement Program budget.

**NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:**

**SECTION 1:** The projects listed and described in the attached Exhibit "A" are hereby approved for consideration in the County's MSTIP Transportation Capital Program covering the six-year period 2007 through 2012.

**SECTION 2:** The City Council authorizes submission of applications for the City projects that are approved for implementation by the County Board of Commissioners.

**SECTION 3:** This resolution is effective immediately upon passage.


PASSED:

This 26<sup>th</sup> day of October 2004.



Mayor - City of Tigard

ATTEST:

  
City Recorder - City of Tigard  
*Deputy*

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EXHIBIT A

City of Tigard  
Project List for the  
MSTIP Transportation Capital Program

Street Classification	Project	Current Status	Design	Rights-of-Way	Construction	Project Cost	Local Match	MSTIP Request
Collector	Walnut Street – Tiedeman Avenue to 121st Avenue	Design completed, ROW acquisition almost completed	\$170,000	\$450,000	\$1,700,000	\$2,320,000	\$620,000	\$1,700,000
Collector	Burnham Street -- Main Street to Hall Boulevard	Design at 50%, no ROW yet	\$200,000	\$300,000	\$1,500,000	\$2,000,000	\$500,000	\$1,500,000
Arterial	Greenburg Road - Shady Lane to Tiedeman Avenue	Design at initial stages, Design and ROW funded through MTIP. MTIP application for \$1 million for construction	\$800,000	\$450,000	\$3,700,000	\$4,950,000	\$2,850,000	\$2,100,000
Totals						\$9,270,000		\$5,300,000

## EXHIBIT A

### City of Tigard Project Descriptions

#### MSTIP Transportation Capital Program

1. **WALNUT STREET (116<sup>th</sup> Avenue to Tiedeman Avenue)** – Walnut Street is a collector providing access to, and connection between Barrows Road (and eventually Scholls Ferry Road) and Highway 99W. The street is incapable of serving the existing traffic and future transportation needs. Motorists typically face difficult and unsafe traffic movements because of a narrow roadway, lack of turn-lanes and substandard vertical sight distances. In addition, the street is adjacent to Fowler Middle School, yet does not have sidewalks to allow students to safely walk to school.

This project proposes to widen the existing narrow 2-lane facility to a 3-lane street including a continuous dual left-turn lane. The project also includes construction of curbtight sidewalks, bike lanes, street lights, retaining walls, undergrounding of utilities and landscaping. The project begins at the west approach to Tiedeman Avenue and proceeds to 116<sup>th</sup> Avenue (approximately 2,600 lineal feet of street improvements) to match up with the improved section of Walnut Street constructed as part of the 121<sup>st</sup> Avenue intersection improvements.

The project design has been completed. The right-of-way acquisition is well underway and is scheduled to be completed by June 2005. Improvements to Walnut Street between 135<sup>th</sup> and 121<sup>st</sup> Avenue will be performed by Washington County beginning early 2005 as part of the Major Street Transportation Program (MSTIP3) approved by voters in 1995. Construction of this project to fill in the remaining substandard gap between 116<sup>th</sup> and Tiedeman will provide a continuous improved street that can accommodate motorists, bicyclists and pedestrians from Tiedeman Avenue to 135<sup>th</sup> Avenue.

2. **BURNHAM STREET (Main Street to Hall Boulevard)** – Burnham Street is a collector that runs in a southeasterly direction and connects Main Street and Hall Boulevard. The street width is substandard and various segments of the street have no sidewalks or offer narrow shoulders forcing pedestrians to walk along the edges of travel lanes.

The proposed improvements to Burnham Street involve widening of the street to a 3-lane roadway including a continuous center-turn lane. The improvements also include curbtight sidewalks, bike lanes, undergrounding of utilities, installation of street lights, and landscaping. The length of the project is approximately 2,100 lineal feet. The engineering design is approximately 50% complete awaiting the completion of the Tigard Downtown Improvement Plan currently in the initial stages. The design of Burnham Street will be completed to conform to the recommendations of the Downtown Improvement Plan.

Of the rights-of-way that need to be acquired for the project, two properties have been purchased entirely by the City in 2001. The remaining rights-of-way will be acquired

after the project design has been substantially completed and the full extent of the land acquisition has been identified.

3. **GREENBURG ROAD (Shady Lane to Tiedeman Avenue)** – Greenburg Road is an arterial that runs in a northerly direction and connects the Washington Square Regional Center with Highway 99W to the south and Hall Boulevard to the north. It is currently a heavily congested 3-lane roadway that requires widening to handle the existing and future traffic into and out of the regional center.

This project proposes to widen the street to a 5-lane facility (between Shady Lane and Tiedeman Avenue) with bike lanes and sidewalks on both sides, reconstruct the street for proper vertical alignment, replace the signal systems at Cascade Boulevard and Tiedeman Avenue, and remove and replace an existing bridge at Ash Creek. The proposed improvements also include modification of the existing signing and striping on Greenburg Road between Washington Square Drive and Shady Lane and construction of transitions for the approaches at the ends of the project. The total length of project for full improvements is approximately 1,400 lineal feet including approaches to the Greenburg/Tiedeman intersection. However, because of minor modifications which may be necessary all the way to Washington Square Drive, the project limits extend over 4,000 lineal feet.

Selection of a consultant to perform the engineering design and right-of-way acquisition is being accomplished using Federal guidelines. The project design and land acquisition are funded through federal funding obtained through the MTIP (Metropolitan Transportation Improvement Program) project solicitation process in the amount of \$660,000 with Tigard providing \$85,000 in matching funds for a total amount of \$745,000. The project has been submitted for construction funding under the 2006-09 MTIP funds in the amount of \$1,000,000. Because of the high estimated cost of this project, use of MSTIP funds to supplement the available funding is essential for the construction of the project. If the MTIP funds are approved for construction, the MSTIP funding would be counted as local matching funds for the project.

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